

COUNTRY East Germany REPORT NO. [REDACTED]
 TOPIC Brand airfield
 EVALUATION see below PLACE OBTAINED [REDACTED] 25X1A
 DATE OF CONTENT [REDACTED] 25X1A
 DATE OBTAINED [REDACTED] DATE PREPARED 8 May 1953
 REFERENCES _____
 PAGES 2 ENCLOSURES (NO. & TYPE) _____
 REMARKS _____

SOURCE [REDACTED] 25X1X
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1. Air activity observed at Brand airfield from 14 March through 1 April 1953 included:
14 March. Between 6:40 and 7 a.m., of the 35 jet bombers parked at Brand airfield 18 refuelled from 15 tank trucks with trailers. At 7:30 a.m. the engines of these 18 planes were started after six small carts had proceeded to them. From 7:50 to 8:30 a.m. Uil-28 marked by No 100 practiced flying in scattered weather and a visibility of 3 km. At 8:35 a.m., Il-28s marked by red Nos 116, 150, 54, 25, 170 and 95 took off at intervals of about 500 meters and landed individually after 9:15 a.m.
15 March. Source observed about 130 take-offs by jet bombers in fair weather. Flying in formations of three planes was practiced for 40 to 60 minutes. The distance between the individual planes was one wingspan or an aircraft length. During flying activity, the vicinity of the field was guarded by 60 to 70 soldiers who were equipped with signal lamps and field telephones.
16 March. Air activity observed followed the same pattern as on the preceding day. A total of 184 take-offs by jet bombers was counted.
17 March. A total of 112 take-offs by jet bombers was counted.
18 March. A total of 96 take-offs by jet bombers was counted. Thirty-five jet bombers were observed on hardstands along the southern taxiway in the evening.
19 March. At 8 a.m., 27 jet bombers were observed taking off and subsequently practicing formation flying. The planes landed again from the west after 9:30 a.m. There was heavy flying throughout the day.
20 March. There was air activity until 10 p.m. Flights of jet bombers repeatedly took off with an interval of 300 meters between the individual planes. When planes flying in wedge formation were going to land the formation was broken from the left. The landing planes kept a distance of 300 to 400 meters. From 45 to 70-minute flights were made. Only individual flights were observed after dark.
21 and 22 March. Air activity followed the usual pattern. Weather was overcast, visibility good.
23 March. Groups of four jet bombers made 90-minute flights in box formation. Flying was continued until dark. Il-28 No 116 was towing an air sleeve over Schlepzig, while Il-28s No 95 and 152 successively fired at the sleeve target from an altitude of about 200 meters. The planes fired five or six bursts from their rear guns. Source did not observe any hits after the sleeve target was dropped over the field. There was night flying by individual planes which had switched on their position lights.

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24 March. Some jet bombers practiced individual flying from 8 a.m. to 5 p.m.
25 March. Individual jet bombers made 30-minute flights from 8 a.m. to 4 p.m. Weather was overcast at an altitude of about 300 meters. From 5 to 7 p.m., machine guns placed south of the southern taxiway fired at a sleeve target towed by a biplane at an altitude of about 100 meters.

26 March. From 8 a.m. to 2 a.m. on 27 March, individual flying and flying in flight formation was practiced by jet bombers. A total of 235 take-offs were observed.

27 March. From 8 a.m. to 5 p.m., 16 take-offs by jet bombers were counted. Weather was dull. From 5 to 6 p.m., two machine guns were observed firing at a sleeve target towed by a biplane. There was heavy night flying by jet bombers from 7 p.m. to 2 a.m. on 28 March.

30 March. There was heavy air activity from 3 a.m. to 7 p.m. Flight formations were observed. Il-28 No 174 was towing an air sleeve which was fired at by the rear weapons of Il-28 No 124.

31 March. Biplanes were observed making 60 individual flights. Weather was 8/10 overcast with strong westerly wind. From 5 to 7 p.m. machine guns fired at a sleeve target towed by a biplane at an altitude of about 150 meters.

1 April. About 300 take-offs were made by jet bombers, which subsequently flew in formations of three. From 7 p.m. to 2 a.m. on the following day individual planes practiced night flying with their position lights burning.

When there was no air activity, the aircraft available at the field were parked in groups of 3 Il-28s; 5 Uil-28s; 7 Il-28s; 9 Il-28s and 6 Il-28s.

2. At 10:30 a.m. on 17 March, source observed two Il-28s which had no auxiliary fuel tanks landing at the field. The planes had plexiglass noses and were fitted with one weapon at the nose and two at the rear. From 19 March through 7 April, there was heavy air activity by Il-28s including such as were fitted with auxiliary fuel containers. Formations of nine Il-28s were repeatedly seen.¹
3. Source learned from a local resident that 40 flares loaded with AA guns of an undetermined caliber were unloaded at Brand rail road station about 0:30 a.m. on 21 March. The guns had four rubber-tired wheels.
4. In March, source learned from construction drawings for Brand airfield that the middle axis of the runway was exactly on a line extending from the landing beacon at the western perimeter of Krausnick to a point on the railroad line 158 meters north of a railroad crossing. The half-way mark of the runway was exactly 5 km west of the landing beacon.³

1. Comment. Two bomber regiments equipped with 30 to 33 Il-28s are believed to be stationed at Brand airfield. The heavy air activity observed at the installation, also on Sundays, appears noteworthy. After a protracted period, firing at sleeve targets by machine guns from the ground was reported for the first time. The aircraft numbers mentioned were known previously.

2. Comment. The shipment of AA guns cannot be commented on.

3. Comment. The points mentioned can be located on map GGS 4414, sheet No 3948. The landing beacon is immediately south of the road passing near the western perimeter of Krausnick, the railroad crossing close to point 63.6 on the Briesen-Brand railroad line.

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